



AMENDMENT

to the

2025 METROPOLITAN TRANSPORTATION PLAN

for the Albuquerque Metropolitan Planning Area

2025 METROPOLITAN TRANSPORTATION PLAN AMENDMENT

BACKGROUND

A Metropolitan Transportation Plan is a long range transportation plan that paints a picture of what a metro area will look like 20 years from now in terms of population, employment, number of vehicles on roadways, etc. Based on this information the plan identifies transportation activities that need to take place to accommodate the anticipated growth: what roads need to be built or improved, what transit, bicycle, and pedestrian facilities need to be developed or improved, and how all these different projects and modes of transportation will work together.

The Mid-Region Council of Governments is the agency responsible for developing the MTP for the Albuquerque metropolitan area. Local elected officials, technical staff and the public worked together to prepare the 2025 MTP, which was approved by local elected officials in May 2003.

The 2025 MTP covers the period from 2003 to 2025. It includes projects ranging from walkways to bicycle trails and from interchange reconstruction to new roadway lanes. It was developed using the most up-to-date information available at the time regarding transportation needs, potential solutions, and available funding.

The MTP was amended because of several events that occurred following local 2025 MTP approval in May 2003. These are:

- Legislative approval of Governor Richardson's Investment Partnership (GRIP). The funding in the GRIP made it possible for projects that were not included in the 2025 MTP, or that were included in later years, to be accomplished in an earlier timeframe. These include the commuter rail project as well as reconstruction of the I-40/Coors interchange.
- Unanticipated federal funds for projects that made it possible to move some projects forward in time (i.e., Paseo del Volcan in Rio Rancho between Unser and Idalia).
- Additional work was completed on solutions for roadway issues and funding for those solutions (i.e., the I-25 frontage road between Sunport Boulevard and Gibson Boulevard).

The mission of the 2025 MTP is to strive "to preserve the unique character, diversity, and environmental quality of the Albuquerque Metropolitan Planning Area (AMPA) and to equitably serve its population while accommodating orderly growth..." and to integrate "transit, pedestrian, bicycling, and motor vehicle modes of travel by increasing accessibility and mobility options for people and goods, including intermodal facilities. The MTP guides the development of an efficient multimodal transportation system that seeks to achieve balance among the sometimes competing goals."

This long range objective remains. However, a responsive planning process allows an area the flexibility to seize unanticipated opportunities to achieve its long-range objectives. The specific projects and timeframes identified in the 2025 MTP were the result of a robust analysis process which took into account the needs of the area and the financial outlook at that time. A flexible

process adjusts plans and programs to meet unexpected events and opportunities, while always keeping the long range objective firmly in view. In this particular instance, the Fall 2003 approval at a Special Legislative Session of Governor Richardson's Investment Partnership (GRIP) presented the Albuquerque Metropolitan Planning Area with the opportunity to move forward more quickly than anticipated with projects that will support the objectives of the 2025 MTP. The amendment to the 2025 MTP modified the projects and timeframes to reflect this new financial environment.

An Update to the MTP is expected to be completed in Fall 2006. The Update will review the mission, goals and objectives for long range transportation planning in the urban area. It will look at bicycle and pedestrian, transit, roadway, and intermodal needs. It will evaluate what has been accomplished under the 2025 MTP and consider the area's needs in light of the financial expectations through the year 2030. The result will be the 2030 Metropolitan Transportation Plan. Work on the 2030 MTP is anticipated to begin in 2005.

AMENDMENTS TO THE PLAN

The table below shows the roadway projects included in the original 2025 MTP and identifies the changes that were made by the Amendment.

Table 1. Roadway Projects by Time Period, Lead Agency and Project Cost
2003-2005 – Roadway Network

Facility	Termini	Activity	Total Project Cost	Agency
Isleta	Bridge to Arenal	Recon 2 to 3 Lanes	\$7,300,000	Bernco
Golf Course	Irving to Paradise	Recon 2 to 5 Lanes	\$3,130,000	Bernco
2nd St./Montano	Intersection Recon	Intersection Recon	\$2,982,000	C of A
Jefferson/Ellison	Intersection Recon	Intersection Recon	\$1,100,000	C of A
Wyoming	Paseo Del Norte to Alameda	Recon 2 to 4 Lanes	\$3,700,000	C of A
Uptown Loop	S.E. Quadrant	New 4 Lanes	\$1,400,000	C of A
Eubank	Montgomery to Juan Tabo	Recon 4 to 6 Lanes	\$2,556,000	C of A
Lead/Coal	Broadway to I-25	Lane Reductions 4 to 3	\$3,800,000	C of A
Central	8th to Lomas	Lane Reductions 4 to 3		C of A
Downtown	2nd/3rd 5th/6 th	2 Way Conversion	\$4,500,000	C of A
Gibson	I-25 to Carlisle	Recon	\$7,500,000	C of A
Gibson Extension	Eubank to Juan Tabo	Recon 2 to 4 Lanes	\$2,802,800	C of A
Eubank	Central to KAFB	Recon 4 to 6 lanes	\$3,600,000	C of A
Golf Course	Westside to Irving (Irving/Westside)	Recon 2 to 4 Lanes	\$19,400,000	C of A
McMahon	Coors Bypass to Golf Course	Recon	\$0	C of A
McMahon	Golf Course to Unser	Recon 2 to 4 Lanes	\$17,800,000	C of A
Unser	Montano to Atrisco	New 4 Lanes	\$12,070,000	C of A
4th Street	City Limits to Shulte	Recon	\$4,970,000	Los Ranchos
I-40/N.M. 217	Bridge Replacement	Recon	\$1,500,000	NMDOT

Facility	Termini	Activity	Total Project Cost	Agency
PDN/I-25 Intch.	Eastside Ramps/Front.	Recon	\$4,000,000	NMDOT
Lousiana/I-40	Interchange	Recon	\$17,000,000	NMDOT
I-40 EBD.	Wyoming to Tramway	Recon + Aux. Lanes	\$15,000,000	NMDOT
I-40 WBD	Wyoming to Tramway	Recon + Aux. Lanes	\$12,500,000	NMDOT
I-40 EBD & WBD	Sedillo Hill	Recon	\$12,500,000	NMDOT
I-25 NBD & SBD	Rio Bravo to Broadway	Recon	\$6,000,000	NMDOT
I-25 NBD & SBD	Alameda to Tramway	Paving + Aux. Lanes	\$710,000	NMDOT
I-25	South Bernalillo Intch.	Recon	\$2,500,000	NMDOT
New Mexico 528	Coors Bypass to Sara	Recon 4 to 8 Lanes	\$22,000,000	NMDOT
New Mexico 528	Sara to Southern	Recon 4 to 6 lanes	\$0	NMDOT
Bluewater	90th – 98 th	New 4 Lanes	\$4,274,768	Private
Eucariz	106th-114 th	Recon 2 to 4 Lanes	\$1,234,264	Private
114th Street	Eucariz to Central	Recon 2 to 4 Lanes	\$1,234,264	Private
Sage	Devargas to 118th	Recon 2 to 4 Lanes	\$1,113,848	Private
106th Street	Eucariz to Central	New 2 Lanes	\$1,836,344	Private
Unser	Central to Sage	New 2 Lanes	\$3,973,728	Private
98th Street	Extension	New 4 Lanes	\$5,057,472	Private
Old 98th Street	End of Road to 98th	New 4 Lanes	\$2,950,192	Private
Universe	Ventana Way to Irving	New 2 Lanes	\$842,912	Private
Universe	Irving to TVI	New 2 Lanes	\$1,264,368	Private
Irving	Universe to Rainbow	New 2 Lanes	\$1,565,408	Private
Chayote	Enchanted Hills to U.S. 550	New 4 Lanes	\$1,420,000	Private
Unser	PDN to Paradise	New 2 Lanes	\$3,672,688	Private
Paseo Del Norte	Universe to Kimmick	New 2 Lanes	\$2,408,320	Private
Golf Course	Southern to Westside	Recon. 2 to 5 Lanes	\$3,500,000	Rio Rancho
40th Street	Northern to Idalia	New 2 Lanes	\$468,600	Rio Rancho
Idalia	40th to 30th NM528 to Northern	New 2 Lanes	\$1,888,600	Rio Rancho
Unser	Abrazo to Cherry	Recon 2 to 4 Lanes	\$3,124,000	Rio Rancho

2006-2010 - Roadway Network

Facility	Termini	Activity	Total Project Cost	Agency	Notes
Isleta Phase II	Arenal to Rio Bravo	2 to 3&5 lanes	\$19,880,000	Bern Co	Moved from 2016-2025 network
2 nd Street/Menaul	Intersection	Recon	\$3,550,000	C of A	
Coors/Quail	Intersection	Recon	\$20,000,000	C of A	
Montano	2nd Street to I-25	Recon 4 to 6 Lanes	\$2,982,000	C of A	
Osuna	Vista Del Norte to Jefferson	Recon 4 to 6 Lanes	\$1,562,000	C of A	
Pennsylvania	I-40 to Lomas	Restripe 4 to 3 Lanes	\$90,880	C of A	
Tingley Zoo Acc.	Recon 2 lanes	Realign/Bridge Conn.	\$20,590,000	C of A	
Lead/Coal	Broadway to 8th	Two way conversion	\$1,420,000	C of A	
Gibson	KAFB Gate Recon	Wyoming/Gibson	\$8,094,000	C of A	
McMahon	Unser to Universe	New 4 Lanes	\$12,070,000	C of A	
McMahon	Universe to Rainbow	New 2 Lanes	\$3,976,000	C of A	
Unser	Atrisco to PDN	New 4 Lanes	\$4,047,000	C of A	
Unser	PDN to Paradise	Recon 2 to 4 Lanes	\$7,060,240	C of A	
Unser	Dellyne to Montano	Recon	\$2,130,000	C of A	
Unser	Bandelier to Westside	Recon 2 to 4 Lanes	\$4,970,000	C of A	
Paseo Del Norte	Golf Course to Unser	New 4 Lanes	\$12,780,000	C of A	
Double Eagle	Central to D.E. Airport	Recon 2 to 4 Lanes	\$24,140,000	C of A	
4th Street	Osuna to Alameda	Recon Restripe 4 to 3 Lanes	\$806,560	Los Ranchos	New GRIP project
Coors	I-25 to Central	Recon	\$28,500,000	NMDOT	
Coors	PdN to Coors Bypass	Addtl northbound lane	\$3,182,000	NMDOT	
I-25 Frontage Road	Sunport to Gibson, Northbound	New 2 lanes	\$2,000,000	NMDOT	
I-25 NBD & SBD	Tramway to Bernalillo	Recon + 2 Addtl. Lanes. Recon Tramway Interchange	\$32,300,000 \$39,550,000	NMDOT	New project. Joint funding with CoA and Private Sector. GRIP project. Includes I-25/ Tramway and I-25 NBD & SBD, Tramway to US550 projects from 2016-2025 network.

Facility	Termini	Activity	Total Project Cost	Agency	
I-40 EBD & WBD	Canoncito to Rio Puerco	Recon	\$34,800,000	NMDOT	New GRIP project
I-40 EBD & WBD	Carlisle to Juan Tabo	Recon + Aux. Lanes	\$98,200,000	NMDOT	GRIP project. Includes I-40/Pennsylvania, I-40/San Mateo (from 2011-2015 network), I-40/Washington (from 2011-2015 network), I-40, San Mateo to Wyoming, and I-40, Carlisle to San Mateo (from 2011-2015 network).
I-40 EBD & WBD	Central to Coors	Recon + 2 Addtl lanes and 2-lane frontage roads. Includes ped overcrossing west of Coors.	\$53,950,000	NMDOT	New GRIP project
I-40 EBD/WBD	San Mateo to Wyoming	Recon + Aux. Lanes	\$28,400,000	NMDOT	Will be completed as part of I-40 EBD/WBD, Carlisle to Juan Tabo project.
I-40/Coors	Interchange	Recon	\$60,000,000 \$15,000,000	NMDOT	GRIP project. Moved from 2011-2015 network. \$60m from GRIP. Balance of funds to be provided from non-GRIP sources.
I-40/Pennsylvania	Bridge Replacement	Recon	\$3,124,000	NMDOT	Will be completed as part of I-40 EBD/WBD, Carlisle to Juan Tabo project.
I-40/West Central	Interchange	Recon	\$14,200,000 \$6,000,000	NMDOT	Additional funding from GRIP
I-40 WBD	MP 170-173	Recon	\$21,300,000	NMDOT	Will be completed as part of I-40 WBD, MP170-180.5 (Carnuel to Sedillo) project
I-40 WBD	MP 170-180.5 (Carnuel to Sedillo)	Recon	\$58,750,000	NMDOT	GRIP project. MP 173-180.5 moved from 2016-2025 network. Includes I-40 WBD, MP 170-173 and I-40/Zuzak projects.
I-40 WBD	MP 182-184	Recon	\$2,840,000	NMDOT	
I-40/Zuzak Intch.	Bridge Replacement	Recon	\$2,840,000	NMDOT	Will be completed as part of I-40 WBD, MP170-180.5 (Carnuel to Sedillo) project
19th	Golf Course to Unser	New 2 lanes	\$5,789,000	Private	

Facility	Termini	Activity	Total Project Cost	Agency	
Gibson West	Unser to 118th	New 2 Lanes	\$6,561,252	Private	
98th	EOP to Blake	New 2 Lanes	\$3,044,764	Private	
Unser	Central to Sage	Recon 2 to 4 Lanes	\$7,640,054	Private	
Unser	End South to Blake	New 2 Lanes	\$3,044,764	Private	
Ladera	90th to 98th	New 2 Lanes	\$3,902,444	Private	
Old 98th	Middle Section	New 4 Lanes	\$3,259,184	Private	
Rainbow	Irving to McMahon	New 2 Lanes	\$2,701,692	Private	
Irving	Universe to Rainbow	Recon 2 to 4 Lanes	\$3,009,718	Private	
Irving	La Paz to Universe	Recon 2 to 4 Lanes	\$3,762,148	Private	
Universe	TVI to McMahon	New 2 Lanes	\$943,448	Private	
Universe	Paradise to Irving	Recon 2 to 4 Lanes	\$2,893,960	Private	
Paseo Del Norte	Rainbow to Kimmick	Recon 2 to 4 Lanes	\$7,639,600	Private	
Unser	Cherry Road to King Blvd	Recon 2 to 4 Lanes	\$5,680,000	Rio Rancho	
Northern	34th to Unser	Recon 2 to 5 Lanes	\$4,970,000	Rio Rancho	
Paseo del Volcan	Unser to Iris	New 2 Lanes	\$3,976,400	Rio Rancho	Moved from 2016-2015 network. FY04 Special Appropriation
Southern	15th Street to 4th Street	Recon 2/3 to 5 Lanes	\$5,680,000	Rio Rancho	
Westside Blvd.	Golf Course to Unser	New 2 Lanes	\$2,982,000	Rio Rancho	
Rainbow	Northern to King	New 2 Lanes	\$2,414,000	Rio Rancho	
Broadmoor	Northern Idalia to 28th Ave	New 2 Lanes	\$2,840,000	Rio Rancho	Change clarifies project termini.
University Ext.	Rio Bravo to Mesa Del Sol	New 4 Lane and interchange reconstruction	\$17,500,000 \$6,000,000	Unified	Bern County/CoA Lead. Additional \$6m in funding from GRIP.

2011-2015 – Roadway Network

Facility	Termini	Activity	Total Project Cost	Agency	Notes
Arenal	Coors to Tapia	Recon 3 Lanes	\$11,360,000	Bernco	
Irving	Rio Los Pinos to Unser	Recon 2 to 4 Lanes	\$2,318,008	C of A	
2nd Street	I-40 to Candelaria	ROW/Design	\$6,035,000	C of A	
N.M. 528	Southern to Northern	Recon 4 to 6 Lanes	\$21,300,000	NMDOT	
I-40/San Mateo Intch.	Interchange	Recon	\$18,460,000	NMDOT	Moved to 2006-2010 network. Will be completed as part of I-40 EBD/WBD, Carlisle to Juan Tabo project.
I-40/Washington	Bridge Replacement	Recon	\$3,550,000	NMDOT	Moved to 2006-2010 network. Will be completed as part of I-40 EBD/WBD, Carlisle to Juan Tabo project.
I-40 EBD & WBD	Carlisle to San Mateo	Recon + Aux. Lanes	\$21,300,000	NMDOT	Moved to 2006-2010 network. Will be completed as part of I-40 EBD/WBD, Carlisle to Juan Tabo project.
I-40/Coors	Interchange	Recon + Addit. Lanes	\$71,000,000	NMDOT	Moved to 2006-2010 network
Rainbow	PDN to Unser	New 2 Lanes	\$7,846,920	Private	
118th St.	Central to Gibson West	New 2 Lanes	\$5,749,864	Private	
Blake	Unser to 98th	New 2 Lanes	\$1,384,784	Private	
98th St.	Blake to Rio Bravo	New 2 Lanes	\$3,010,400	Private	
Unser	Blake to Rio Bravo	New 2 Lanes	\$2,889,984	Private	
Old 98th St.	98th to 118th	New 2 Lanes	\$2,438,424	Private	
Ladera	98th to Lower St.	New 2 Lanes	\$4,154,352	Private	
Cross St.	98th to Ladera	New 2 Lanes	\$2,137,384	Private	
Arenal	Rayo Del Sol to Coors	Recon 2 to 4 lanes	\$3,371,080	Private	
98th St.	Cross St. to Lower St.	New 4 Lanes	\$1,986,864	Private	
Lower St.	Ladera to 98th	New 2 Lanes	\$2,920,088	Private	
118th St.	Ladera to Lower St.	New 2 Lanes	\$1,896,552	Private	
Alameda	San Pedro to Wyoming	Recon 2 to 4 Lanes	\$17,040,000	Private	

Facility	Termini	Activity	Total Project Cost	Agency	
Chayote	Enhanted Hills to Idalia	New 2 Lanes	\$6,390,000	Rio Rancho	
Westside	Golf Course to Unser	Recon 2 to 4 Lanes	\$14,200,000	Rio Rancho	
Unser Blvd.	Paradise to Irving	Recon 2 to 4 Lanes	\$7,952,000	Unified	

2016-2025 – Roadway Network

Facility	Termini	Activity	Total Project Cost	Agency	Notes
Edith	Candelaria to Montano	Recon 2 to 5 Lanes	\$14,200,000	Bernco	
Isleta	Rio Bravo to Gun Club	Recon	\$4,260,000	Bernco	
Alameda	Barstow to PdN	New 2 lanes/Recon	\$22,000,000	Bernco	
2nd Street	I-40 to Montano	Recon 4 to 6 Lanes	\$20,500,000	C of A	
Coors/Quail	Intersection	Improvements	\$15,000,000	C of A	Moved to 2006-2010 network.
MLK/Tijeras	2nd Street to 6th	2-way Conversion	\$1,615,960	C of A	
Gibson Ext.	Louisiana to Eubank	New 6 Lanes	\$22,720,000	C of A	
Lead/Coal	University to Washington	Reduce lanes	\$852,000	C of A	
Sunport	I-25 to Broadway	New 4 lanes	\$50,303,000	NMDOT	
I-25 and I-40	Managed Lanes		\$15,000,000	NMDOT	
I-25/Rio Bravo	Interchange	Reconstruction	\$20,000,000	NMDOT	
I-25/Tramway	Interchange	Reconstruction	\$19,880,000	NMDOT	Moved to 2006-2010 network as part of I-25, Tramway to Bernalillo project.
I-25 NBD and SBD	Rio Bravo to Gibson	Recon + Additional Lane	\$21,300,000	NMDOT	
I-25 NBD and SBD	Tramway to US 550	Recon + Additional Lanes	\$40,000,000	NMDOT	Moved to 2006-2010 network as part of I-25, Tramway to Bernalillo project.
I-40 WBD	MP 173-180.5 (Tijeras Can.)	Recon	\$38,340,000	NMDOT	Moved to 2006-2010 network as part of I-40 WBD, MP 170-180.5 (Carnuel to Sedillo) project.
Jefferson/PdN	Interchange	New Interchange	\$20,000,000	NMDOT	
PdV	I-40 to US 550	right-of-way	\$10,000,000	NMDOT	

Facility	Termini	Activity	Total Project Cost	Agency	
SW Transp. Corridor	I-25 to Sen Dennis Chavez	new 2 lanes	\$45,000,000	NMDOT	
Old 98th	BOP to Unser	Recon 2 to 4 Lanes	\$7,523,160	Private	
Ladera	BOP to 98th	Recon 2 to 4 Lanes	\$5,266,780	Private	
98th	Lower st. to Double Eagle	New 4 Lanes	\$17,495,820	Private	
Ladera	Lower st. to Double Eagle	New 2 Lanes	\$6,989,240	Private	
Middle Street	Ladera to 98th	New 2 Lanes	\$4,159,180	Private	
Rio Bravo	98th to Coors	Recon 2 to 4 Lanes	\$8,392,200	Private	
118th Street	Gibson W. to Rio Bravo	New 2 Lanes	\$4,759,840	Private	
Unser	Rio Bravo to Gun Club	New 2 Lanes	\$3,944,760	Private	
Unser	Gibson W. to Rio Bravo	Recon 2 to 4 Lanes	\$7,176,680	Private	
PDN	Double Eagle to Rainbow	Recon 2 to 4 Lanes	\$24,482,220	Private	
Rainbow	Irving to McMahon	Recon 2 to 4 Lanes	\$3,645,140	Private	
Rainbow	PDN to Unser	Recon 2 to 4 Lanes	\$10,591,780	Private	
Universe	Irving to McMahon	Recon 2 to 4 Lanes	\$3,704,780	Private	
McMahon	Rainbow to Unser	Recon 2 to 4 Lanes	\$12,789,940	Private	
Irving	La Paz to Unser	Recon 2 to 4 Lanes	\$4,340,940	Private	
PDN	Double Eagle West 1.3 Miles	New 4 Lanes	\$11,406,860	Private	
MDS Interchange	Mesa Del Sol/I-25	New interchange	\$21,300,000	Private	
Mesa Del Sol Parkway	I-25 to Loop Road	New 4 lanes	\$8,008,800	Private	
PDV	Chayote Iris to U.S. 550	New 2 Lanes	\$4,828,000	Rio Rancho	Change clarifies project termini.
40th St.	Idalia to 28th/PDV	New 2 lanes	\$2,130,000	Rio Rancho	
28th Street/PDV	Unser to Chayote Iris	New 2 Lanes	\$6,543,360	Rio Rancho	Change clarifies project termini. Moved to 2006-2010 network.
Unser Blvd.	King Blvd. to U.S. 550	Recon 2 to 4 Lanes	\$23,117,600	Rio Rancho	
Eubank	San Antonio to PDN	Recon 2 to 4 Lanes	\$14,200,000	Unified	

The Amendment also added new studies to the 2025 MTP. One study will address transportation needs on the Westside and is being spearheaded by the Mid-Region Council of Governments. The other will provide funding for the necessary work related to commuter rail between Bernalillo and Santa Fe. Information about these activities is provided in the table below.

Table 2. Studies Amended Into the 2025 MTP

Studies	Funding Source	2003-2005	2006-2010	2011-2015	2016-2025	Lead Agency
Westside North/South Transportation Corridor Analysis	GRIP	\$1,000,000				MRCOG
	Dist 3	\$300,000				
Commuter Rail Study – Bernalillo to Santa Fe	NMDOT	\$800,000				MRCOG

In addition, funds were added for the commuter rail project between Bernalillo and Belen. These funds will provide for passenger train service on existing tracks between the city of Belen and the town of Bernalillo. This is the first phase of a project which is envisioned to ultimately, provide service between Belen and Santa Fe. The existing depot in Downtown Albuquerque will be used, and depots are planned in Belen, Los Lunas and Bernalillo. Other station locations are being considered in the south and north valleys of Albuquerque and on the Sandia and Isleta reservations. The GRIP provided funds for the initial planning and capital project needs for the Bernalillo to Belen project. Eventually a combination of federal, state and local funds will be needed to finance commuter rail operating and capital requirements. The table below shows the current funding scenario for the Bernalillo to Belen phase.

Table 3. Commuter Rail, Belen to Bernalillo

Transit	Funding Source	2003-2005	2006-2010	2011-2015	2016-2025	Lead Agency
Commuter Rail, Belen to Bernalillo - Initial Capital Costs	GRIP	\$50,000,000				MRCOG
	New Starts – Noncomp	\$25,000,000				
Commuter Rail - Operating & Capital	RTD		\$60,000,000	\$60,000,000	\$120,000,000	RTD

The Commuter Rail Operating and Capital funds are expected to be provided through a Regional Transit District which is being formed for the Middle Rio Grande area. Currently, each of the political jurisdictions eligible to participate in the RTD have expressed interest. Discussions regarding the specific structure of the RTD are now underway. Funding for the RTD is currently anticipated to be provided through a gross receipts tax that the citizens in each area have been authorized by the State legislature to impose upon themselves. The legislation approving this tax was approved during the 2004 State legislative session. The amount of tax on each jurisdiction will be determined by the citizens in that jurisdiction and will follow an extensive planning process. The RTD will also be eligible to use Federal transportation funds for capital expenses for commuter rail. The funds shown in the table above are approximate and are expected to change pending further refinement.

IMPACT OF THE AMENDMENT

An air quality analysis was completed for the Amendment using the Mid-Region COG travel forecasting model and Mobile 6.0. The results of this analysis are shown in Tables 3 and 4. As can be seen from Table 4, the modeled impacts of the Amendment to the near and long term levels of carbon monoxide in Bernalillo County are minimal. However, the level of congestion across the urban area is expected to be reduced in the near term, due to the improvements to roadway geometries and increased access to public transportation. Details about the air quality analysis can be found in *Air Quality Supplement to the 2025 MTP Amendment*.

Table 3. Vehicle Miles Traveled (VMT) and Speeds for Modeled Years

Vehicle Miles Traveled					
<u>URBAN</u>	2005	2006*	2010	2015	2025
Freeways	4,034,132	4,129,969	4,513,316	4,790,244	5,514,626
Principal Arterials	5,205,695	5,332,361	5,839,022	6,334,518	7,225,303
Minor Arterials	2,082,984	2,120,199	2,269,057	2,482,023	2,792,104
Collectors	1,386,574	1,426,124	1,584,325	1,719,639	1,903,401
Coll. & larger	12,709,385	13,008,652	14,205,719	15,326,424	17,435,434
Locals	1,270,939	1,300,865	1,420,572	1,532,642	1,743,543
Urban Subtotal	13,980,324	14,309,517	15,626,291	16,859,067	19,178,977
<u>RURAL</u>	2005	2006*	2010	2015	2025
Freeways	993,398	1,021,714	1,134,980	1,245,716	1,521,199
Collectors	500,623	519,703	596,024	657,124	800,923
Subtotal	1,494,021	1,541,418	1,731,004	1,902,841	2,322,121
Locals	149,402	154,142	173,100	190,284	232,212
Rural Subtotal	1,643,424	1,695,560	1,904,104	2,093,125	2,554,333
Total	15,623,747	16,005,077	17,530,396	18,952,192	21,733,311
Speeds					
<u>URBAN</u>	2005	2006*	2010	2015	2025
Freeways	58.3	58.1	56.9	55.5	52.9
Principal Arterials	35.9	35.8	35.4	34.4	33.9
Minor Arterials	32.7	32.6	32.1	31.6	31.2
Collectors	30.2	30.1	29.5	29.2	28.5
Locals	20.0	20.0	20.0	20.0	20.0
<u>RURAL</u>	2005	2006*	2010	2015	2025
Freeways	68.0	67.4	65.0	63.0	61.2
Collectors	46.7	46.2	44.3	42.7	40.3
Locals	25.0	25.0	25.0	25.0	25.0
Avg. Speed Weighted by VMT	41.7	41.6	40.8	39.8	38.8

Notes: The geographic area is Bernalillo County. VMT is based on Average Daily Traffic. Year 2006 is not modeled and was interpolated between 2005 and 2010.

Table 4. Change in VMT, Speeds, and CO Emissions (T/day)

Plan	2005	2006	2010	2015	2025
MTP approved in 2003					
VMT	15,623,747	16,005,062	17,530,322	18,961,531	21,739,212
Speed	41.7	41.5	40.6	39.7	38.8
MTP as Amended					
VMT	15,623,747	16,005,077	17,530,396	18,952,192	21,733,311
Speed	41.7	41.6	40.8	39.8	38.8
Changes					
VMT	0	15	74	-9,339	-5,901
Speed	0.0	0.1	0.2	0.1	0.0
Carbon Monoxide Mobile Emissions (tons/day)					
CO Budget (Mobile 6.2)	367.28	312.65	312.65	312.65	312.65
Adopted MTP (May 2003)	344.71	308.31	272.01	249.02	246.79
2004 MTP Amendment	344.71	308.39	272.36	248.95	246.71
Change in CO	0.00	0.08	0.35	-0.07	-0.08
Percent Change	0.00%	+0.026%	+0.13%	-0.028%	-0.032%
Difference Between CO Budget and Adopted MTP	22.57	4.34	40.64	63.63	65.86
Difference Between CO Budget and MTP Amendment	22.57	4.26	40.29	63.70	65.94

Impact on Funding for Transportation Projects

Table 5 shows the revenues and expenditures for the amended 2025 MTP. The primary difference is an increase in both revenues and expenditures in the 2006-2010 time frame. This increase is a result of the influx of GRIP funds and the use of those funds to develop and construct the GRIP projects listed in Table 2. A number of these projects were moved from previous years. The funds which were freed up in those time periods are expected to be used to repay the GRIP bonds. The additional GRIP funds for the AMPA and the moneys identified to repay the AMPA portion are shown in Table 6.

Table 5 Revenue and Expenditure Summary

	2003-05	2006-10	2011-15	2016-2025	Total
Total Anticipated Revenues	\$475,978,052	\$1,151,351,719	\$784,609,416	\$1,685,482,005	\$4,072,421,192

Total Anticipated Expenditures	\$481,930,558	\$1,166,696,489	\$753,872,889	\$1,666,664,525	\$4,069,164,461
Balance	-\$5,952,506	-\$15,344,770	\$30,736,527	\$18,817,480	\$3,256,731
Percent Difference	-1.25%	-1.33%	3.92%	1.12%	0.08%

Table 6. GRIP Bond Funds

	2003-05	2006-10	2011-15	2016-2025
Funding Available to the AMPA	\$31,000,000	\$382,035,000		
AMPA Portion of Funds Anticipated for Bond Repayment			\$114,310,000	\$93,189,700

AMENDMENT PROCESS

MRCOG staff worked closely with the New Mexico Department of Transportation and the local governments in the Metro area to develop a proposed set of changes. These changes were described in a public review version of this document. Written public comments were sought in the period between March 3, 2004 and March 24, 2004. The public was invited to provide comments by e-mail, at meetings, by fax or mail, or on-line. The opportunity for additional public input was provided during the formal Committee and Board meetings held during the formal decision-making process.

During the comment period, MRCOG staff provided presentations and opportunities for comment to the following small groups and local governments.

- Village of Los Ranchos de Albuquerque (March 24)
- Town of Bernalillo (March 22)
- City of Albuquerque Council (March 15)
- Village of Tijeras (March 8)
- Sandoval County (March 18)
- Westside Coalition of Neighborhoods (March 3)
- City of Albuquerque Operations Meeting (March 22)
- District 4 Neighborhood Coalition (April 21)

Flyers were distributed that described the process and the proposed amendments. MRCOG staff also provided information and received comments from the Albuquerque Air Quality Control Board and the Transportation Conformity Technical Committee.

The major concern raised during the public was expressed by the Enchanted Hills Neighborhood Association regarding construction of Paseo del Volcan, Unser to Iris. They requested that the MTB take one of the following actions:

- Remove Paseo del Volcan, Unser to Iris, from the FY2006-2010 time frame of the 2025 MTP
- Request the Federal delegation to initiate a formal mediation process to resolve the issues related to the Paseo del Volcan alignment through the Enchanted Hills Neighborhood

A report on the feedback received and a presentation regarding the Enchanted Hills Homeowners Association concerns were provided to the Public Involvement Committee, the MTB's citizen

advisory board, and Transportation Coordinating Committee, MTB's technical government staff advisory board, and to the Metropolitan Transportation Board.

Following recommendations from the PIC and TCC, the MTB took final action at their April 22, 2004 meeting. The MTB voted to approve the Air Quality Conformity Analysis and the Amendment. In addition, the Chair of MTB has agreed to work with the Enchanted Hills Homeowners Association to address their desire for further discussion regarding the Paseo del Volcan alignment through Enchanted Hills.